

Evening Telegraph

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THURSDAY, JULY 26, 1866.

PERSONS LEAVING THE CITY DURING THE SUMMER MONTHS, CAN HAVE THE EVENING TELEGRAPH MAILED TO THEIR ADDRESS. TERMS, 75 CENTS PER MONTH.

A Senatorial Society for Mutual Aggrandizement.

The Senators are tired of living on \$3000. The expenses of Washington are too much of a drain on their purses. Fame is a glorious stimulant to office, but fame without funds is rather a poor diet. If a session of Congress had lasted three months, it might be possible, with a mileage of forty cents per mile, to eke out a scanty subsistence. A thousand dollars a month would carry even a Senator through Washington, but when the session is protracted until it approaches the heated season, the funds run low and an increase is demanded. Now we have always favored a proper and liberal compensation being given to members of Congress; we desire to see such a sum paid that, while it should be sufficient to enable a poor but able man to accept the position, yet it should not be sufficient to induce a contest for the position, because of the cupidity of the competitors. But, at the same time, we have favored an equalization of mileage, and not have travelling expenses used as a cloak to secure a small fortune.

We therefore were pleased to see that an effort had been made, but upon reading the various propositions we became startled with surprise. We will briefly quote the various propositions:—

Mr. RIDGELY moved to increase the salary to \$5000, and allow the mileage to remain at 40 cents.

Mr. HENDERSON moved to make the pay \$5000, commencing with December last, and decrease the mileage to 20 cents per mile, to commence with the succeeding Congress.

Mr. WILSON favored \$5000, and mileage 10 cents, except for Pacific members; dates the same as Mr. HENDERSON'S.

Mr. HENDERSON moved a substitute to make the pay \$5000 and mileage 20 cents, to date back to the 1st of last December.

Mr. HENDRICKS favored \$5000 and a reduction of mileage, not to take effect until March 4th, 1867.

In all of their magnanimous efforts at reform a peculiar looking after number one was visible. For instance, the modest suggestion of Mr. HENDERSON to make the increase come into the pockets of the present members, while the reform was carefully prepared for operation on their successors. Now in regard to the increase to \$5000, we emphatically are on the affirmative side. No man fitted to represent a constituency but can make more than \$5000 a year did he remain at home and attend to his legitimate business. They sacrifice their personal interests to attend the sessions, and the least that can be done is that they have their expenses paid.

The question of mileage still remains. Of its origin there can be but little doubt. It was a species of bribery to induce the Western members to avoid any complaint in regard to the distance they had to travel, and was acted as a means of silencing all opposition to having the capital located in the extreme east. The nation is so vast, extending from ocean to ocean, that the location of the capital at or near the geographical centre is a matter of little significance to anybody. The astonishing improvement in the means of transportation and travel, and in means of postal and telegraphic communication, equalize all places which possess the facilities of railroad connections. The exceptional case is that of our Pacific States, and they must remain exceptional until the railroad now projected shall have brought them closer to their sisters; but even now our admirable ocean steamers bring them reasonably near the Atlantic cities.

When, some forty years ago, the system was revived and set in full operation, some such provision was necessary. The members, many of them, were compelled to travel in carriages or stages, and a proper compensation was due them for the time they lost. Speaking on this topic, the Baltimore Sun, in a recent article, thus puts the case:—

"When the system was first established, many of the members of Congress from a distance travelled to the seat of government in their own carriages, or on horseback, and the allowance of \$3 for every twenty miles of travel was a fair representation of the extra time and expense which the distant members bestowed upon the public service. But the case is entirely altered now. The member from Oregon or California requires no more time, and is not subject to a tithe of the hardship and exposure which a member from the backwoods of Kentucky or Tennessee encountered forty years ago. At that time the member received about fifteen hundred dollars for his four trips, one to and another from Congress, at each session, and every trip consuming from three to four weeks. Now, for the same amount of service, the California and Oregon members receive each about eleven thousand dollars, which, added to their pay of six thousand dollars, gives them the nice little salary of nine thousand dollars a year. Ten cents a mile, or \$2 for twenty miles, in place of \$3, would be a fair and liberal allowance for the travelling expenses of members. This is what jurors and witnesses get when summoned by the public from their homes. This is about what officers of the army and navy and other public servants get when sent from one part of the country to another. Either let the compensation be fixed in this way, or let every member be required to present an account current of his actual travelling expenses, verified by his signature, at the beginning or end of every session."

This is a plain, common sense view of the subject, and one at once reasonable and practical. The Washington correspondent of the Newark Evening Courier, in a letter treating of this subject, also expresses what must be the sentiments of all right-thinking people. This is evidently a gross injustice, and one to which attention should be called, and a remedy secured:—

"It is proposed to equalize the pay of members of Congress, by giving as much to the influential and hard-working members from the Atlantic States, who do the burden of the business, as is now granted to the raw recruits from the Pacific region. There is no good reason, for example, why the Chairmen of Appropriations, Ways and

Means, Judiciary and Foreign Affairs should receive but about one-third as much as members from New Mexico, Nevada, and other Western States. The mileage scheme is a swindle upon the Eastern representatives, and while the best paid members get little enough, the poorest are 'poor indeed.' There are few members worth anything to anybody but what leaves more lucrative and leisurely occupations to engage in public service. The prominence acquired is gross, and ambitious men get their fill, but it is an unsubstantial diet, and its honorific doses do not conduce to plethoric purses. Many members, who can afford it, spend more than their salaries in the distribution of documents and disseminating necessary information. All the prominent members are obliged to employ and treat one or more private secretaries to attend to the varied calls of their constituents; and so great has this tax upon the foremost members become, that the petty claims of over-sensitive constituents must be seemingly neglected, or the public business really so. Would any lawyer listen to all the claims from a district representing one hundred thousand people for \$3000 per annum—being obliged, at the same time, to keep up two establishments, his house and his hotel at the seat of justice? Congressmen are the people's representatives—the community is their client, and if said client is not served gratuitously and graciously, even to the detriment of more important public interests, the representative is supposed to be derelict in his duty."

The bill, as it finally passed, is as near just as could be expected. The decrease of mileage dates back from the commencement of the session, and so also does the increase of salary. The result is that, while it costs the Government no more, it reduces some of the enormous perquisites of the Western members, and makes a more equitable distribution of the public funds among all the representatives.

Was It Dignified?

In the official action of the two Houses of our National Legislature we always expect a formality and dignity such as would appear in the eyes of the world the proper conduct of the representatives of a great people. Especially do we claim such a display when a law is being passed which is of vital importance to the welfare of the Government, and upon which hangs the respect of foreign powers. There is no action on which our self-respect more entirely depends than in the making proper appropriation for the support of our ministers abroad. If any show of parsimony is apparent, we sink from our high position in the eyes of Europe. If any petty personal feeling is introduced, it is apparent not only to Americans, but to that Court where there is a minister resident; and Congress, in its amendments to the Foreign Service Appropriation bill, has, we regret to say, exhibited an absence of dignity which its previous conduct had hardly led us to expect. We refer to the striking out of the provision for the salary of our Minister to Portugal, and the insertion of a special proviso that no part of the contingent fund shall be given to enable him to support the dignity of our national representative. Let us look at the causes which led to this omission.

Honorable JAMES E. HARVEY was appointed by President LINCOLN, in 1861, as Minister Resident to the Court of Portugal. Previous to that time he had always held the reputation of a strong loyalist. He was for many years Washington correspondent of one of our Philadelphia contemporaries, and has ever been an intimate friend and follower of our Secretary of State. He was despatched by him in April, 1861, on a special and important secret mission to the Rebels of South Carolina, and he fulfilled his duty with commendable fidelity. He was sent abroad as a radical Republican, confirmed by a radical Senate, and has, so far as we have ever heard, represented our land with becoming dignity and decorum. Some six months since he wrote a letter, confidential in its nature, to Mr. SEWARD, expressing his personal views on the national politics. The letter was a private one, and gave merely the personal views of the writer. It found its way into print, and was the occasion of general comment. Now, the sentiments of that letter, although not such as to meet the concurrence of many true and loyal men, were nevertheless not such as to disqualify their author from properly representing us abroad. It was a matter of extremely small consequence what Mr. HARVEY thought or how he acted. We do not care whether the Portuguese are in favor of the reconstruction policy of Congress or the President; and so far as its effect on American readers was concerned, the fact that he, after four years' absence, was writing of events which his readers understood far more about than himself, is the best evidence that it was harmless. Under such circumstances, we expected that the little effusion of Mr. HARVEY would have been passed over unnoticed, and that its very insignificance would protect it from any recognition by so dignified a body as the Senate. It is therefore with considerable surprise and, we must add, regret, that we see that the Appropriation bill was so amended as to cut him off from any salary.

The manner in which the design was accomplished seems to us *malapropos*. It is beyond the power of Congress to recall a Minister; they therefore merely deprive him of means of support. The result is that Mr. HARVEY will probably draw on his private funds, and continue to represent the United States while he meets his own expenses. It may, in a pecuniary point of view, injure him, but how much more does it reflect on our nation—a nation which has always prided itself on its exalted views—to have a Minister doing public service and paying out of his private purse for what will benefit the nation? It is really the same as though Mr. HARVEY donated to the United States the sum of \$7500 per year, and as though Congress accepted the charity. We regret, for our nation's sake, that such a course should have been adopted. It was clearly beyond the province of Congress to endeavor to influence the diplomatic corps in a secondary way, when, according to the Constitution, it could not reach them. Mr. HARVEY had been guilty of no act which was of such a nature as to unfit him for the post of Minister, and we cannot but consider the action of the Houses as beneath that dignity which should characterize all legislative transactions.

OUR READERS are naturally surprised to read of the terrific storm which swept so near us, and yet, with all its hail, had no effect on our atmosphere. The damage inflicted on the new bridge at Havre-de-Grace will cause sincere regret among the travelling public. We suppose for years to come we will have to be ferried over on the enormous and unwieldy vessels, which lose us half an hour of precious time.

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Our Neutrality Laws.

GENERAL N. P. BARKS, from the Committee on Foreign Affairs, presented an able report on the condition of our neutrality laws, which was given to the public in some of our morning papers. The document is a remarkably exhaustive one, and treats thoroughly of the subject. It commences with the laws passed in 1794-97, which were most stringent in their character, and were designed to protect our young republic, and terminate with an examination of the Fenian difficulties of last month. The Tribune gives a careful digest of its contents, which we append:—

"The report regards the laws of 1818, which form the ground of our present neutral obligations, as founded in an unsound philosophy, and imposed upon the country by considerations affecting the interests of other nations instead of our own, and holds that 'the highest interests of civilization demand that the liberties and rights of neutrals should be extended, and the privileges and powers of States at war diminished.' The law of 1818, it will be remembered, enacted that all concerned in fitting out any vessel with intent that such vessel should be used in war against any State with whom we are at peace, shall be fined not more than \$10,000, and imprisoned not more than three years. Another part of the act requires that owners and consignees of armed vessels shall enter into heavy bonds to keep the peace, that collectors of customs shall be vigilant in the inspection of vessels on the coast, and that citizens of the United States responsible for the acts of foreign subjects who are beyond the jurisdiction of the United States.' The report proposes the modification of these provisions, whose effect is to perpetuate the subjugation of States, without naval force, to the will of dominant maritime nations.' The attempt of Spain on the southern republics, and more recently the bombardment of Valparaiso, are cases in which a disregard of strict neutral obligations would have benefited the world. It is not proposed that a modification of our statutes shall absolve Great Britain from the recent claims upon her. The United States have carried out, in good faith, their too stringent neutrality law; Great Britain has not respected her own less exacting obligations. The report concludes with an allusion to the recent freak of neutrality in the case of the Fenians, and does not disguise the strong sympathy of Americans with all suffering nationalities. We thank General BARKS for his candid and able report, and the American people, that England owes reparation to Ireland."

WE ARE GLAD to see that the Senate has confirmed Hon. A. W. RANDALL as Postmaster-General. We do not care what may be Mr. RANDALL'S views on certain political topics, but have always argued in favor of a general system of promotion in the civil as well as the military service. When a man becomes thoroughly familiar with all the details of the Department, then he is fitted for promotion, and ought not to have a raw recruit placed over him. Mr. RANDALL was First Assistant, and by the natural system of advancement he is now made Chief where he has heretofore proved himself a valuable subordinate.

ACCORDING to official returns published by Mr. E. A. ROLLINS, Commissioner, the total number of watches in Pennsylvania amounts to 38,574. In our city there are 600,000 adults, while in the State there are nearly 2,000,000, so that, at the income tax is, of course, a correct criterion, but one adult in fifty has a watch. We should have thought there was a larger proportion.

IF THE love of horse-racing continues to increase as rapidly for the next few years, we will have an annual race that will rival the Derby. The Saratoga contest this year appears to have been a truly grand affair, which was attended by thousands of the élite, and in which an amount of betting was done sufficient to warrant us in terming it aristocratic.

THE SENATE, with proper disregard to the usual committee reference, has confirmed Lieutenant-General U. S. GRANT as General, and Rear-Admiral FARRAGUT as Admiral, under the law reviving these grades. The annual salary of each is about \$19,000.

Horrible Murder at Wheeling. The Wheeling Register of Monday says: "About ten o'clock on Saturday, night a woman named Mrs. Riddle was brutally murdered, near her residence in Centre Wheeling, by a man named Godfrey Lukerd. Mrs. Riddle had been out washing and ironing, and in company with her little daughter, was returning to her home. When she arrived near her house, Lukerd rushed upon her and seized her by the hair, and with a brutal assault. He drew a large knife and stabbed her six times before she could release herself from his grasp. When he had accomplished the foul deed he released her. She staggered into her house and died within fifteen minutes. The horrid deed was committed in the rear of a frame building adjoining the residence of Mrs. R. When Lukerd had inflicted the second stab, the woman who resided in the frame house heard the scuffle, and ran to the window. She saw the man cutting the woman's hair, but before she could give the alarm he had released his victim and made his escape. The deceased was about thirty-five years of age. Her husband, James Riddle, is an employee on the Wheeling and Cincinnati packet Potomac, and is absent from the city most of his time."

What caused the brute to commit the foul deed seems to be a mystery. The murderer has so far escaped, and was seen on Sunday in Bellair, Ohio. He is a saddler by trade and his description is as follows:—A German by birth, about four feet six or eight inches high; very black hair; has small feet; felon or bealing on the thumb of the left hand; when last seen he wore a black frock coat, light pants, vest and hat. He talks broken English, and seldom looks a person in the face. It is to be hoped he will be arrested."

Description of Vienna.

A foreign correspondent writes:—Although Vienna is already a vast city of nearly thirteen miles circumference; yet the amount of improvement and building that is going forward is very great. The old city, or Stadt, is about three miles in circumference, and was built chiefly in the middle ages, and was, consequently, densely packed together within a wall that was erected for defense. It is a curious old honeycomb, that old city. The streets run crowded about; they are generally only from twelve to twenty feet wide, often not more than eight; the houses tower many stories high, and away down between them the sun is hardly ever seen. Hundreds of houses are built entirely over the roof so that carriages drive directly through the houses, as it were under arched ways, long and narrow and dark. Gas burns here day and night. It is surprising what a limited extent of room a poor family will occupy, the tradesman working in the same room occupied by his family. Here you are shaved for two and a quarter cents, your boots are mended for five cents, you make a substantial dinner of soup, beef, potatoes, and pudding for fourteen cents, and so forth. The same pavement of cobble, square stones extends all the way across the street, and you walk in the middle or on the side, as you can find room among the rattling carriages. You seldom enter a hotel or a store, or a large private dwelling from the front, but go in the coach way, which leads into the inner court, and turn to the right or left.

FRANCONI WINS A SUIT.—M. G. Franconi, proprietor of the new Cirque du Prince Imperial, at Park, has recovered upwards of \$50,000 compensation from a building company of that city for failing to complete the construction of the circus within the specified time.

SPECIAL NOTICES.

(See the Second Page for additional Special Notices.)

MUJAVIRO.—WE COPY THE FOLLOWING.

Big meritorious notice of this most delicious perfume from Forney's Press.—Mujaviro.—This delicious new perfume for the handkerchief, is without a rival for delicacy, durability, and richness. In fact, of all perfumes the fragrant Mujaviro (of Russian origin) may be called the quintessence. For sale by all the principal druggists. (714 6ms)

A MEETING OF THE STOCKHOLDERS OF THE WILLOW GLEN PETROLEUM COMPANY will be held at their office, No. 47 W. Walnut Street, Philadelphia on WEDNESDAY, August 1, 1866 at 11 o'clock A. M. Business of importance will then be submitted, and determined by a stock vote. JAMES W. CONRAD, President.

DIVIDEND NOTICE.

PHILADELPHIA AND TRENTON RAILROAD COMPANY. Office, No. 221 South Delaware Avenue, Philadelphia July 25, 1866. The Board of Directors have this day declared a Dividend of 1 1/2% PER CENT, clear of tax, payable on and after July 31, 1866. J. PARKER NORRIS, Treasurer.

DRY GOODS.

EDWIN HALL & CO.,

No. 28 SOUTH SECOND STREET,

WILL OFFER FROM TO-DAY

THE BALANCE OF THEIR STOCK OF

SEASIDE SHAWLS,

SHETLAND SHAWLS,

AND LACE SHAWLS,

AT A GREAT REDUCTION IN PRICES

From what we have been selling them at. (14p)

BLANKETS! BLANKETS!

3000 PAIRS OF BLANKETS,

PRICES REDUCED.

STOREKEEPERS, HOTELKEEPERS,

AND HOUSEKEEPERS,

Your attention is invited to our stock of BLANKETS, purchased at the low point reached thirty days since, which will be sold at 17c to 25c per pair

Reduction on Former Prices.

Our stock is new and clean, and embraces all desirable makes and sizes. Prices, 45c, 50c, 55c, 60c, 65c, 70c, 75c, 80c, 85c, 90c, 95c per pair.

CURWEN STODDART & BROTHER,

Nos. 450, 452, and 454 N. SECOND ST.,

7 263 ABOVE WILLOW.

E. M. NEEDLES,

No. 1024 CHESNUT ST.,

WILL CLOSE HIS STOCK OF PRINTED

LINEN LAWNS,

At 50 Cents Per Yard.

These Goods are CHOICE STYLES, and WARRANTED ALL LINES.

Also, a choice assortment of goods suitable for

WHITE BODIES.

Ladies about leaving the City for the Sea Shore or Watering places would do well to inspect my stock, as it is offered on a basis of 10 per cent. (723 1249)

TEXAS! TEXAS!! TEXAS!!!

TEXAS LANDS FOR SALE.

Safe and Profitable Investments!

The undersigned will remain in the city of Philadelphia, until

WEDNESDAY, the First of August,

AND OFFER FOR SALE,

The Finest Cotton, Wheat, and Grazing

Lands in the World.

These Lands are situated in the State of Texas, and will be sold upon the most reasonable terms.

Immigration societies have been formed throughout Texas, and tens of thousands of emigrants from the United States and Europe are pouring into that favored country. Titles per se, with maps and field notes.

The subscriber also offers to take charge of any legal matters in the above State; will give information of the condition of general affairs in the State, and solicit professional engagements from those having law business in Texas. Call and examine valuable statistics, laws, etc. Also, Agent for receiving subscriptions and advertisements for the principal newspapers in Texas. Can be seen at the office of A. D. CALDWELL, No. 133 South THIRD Street, between 9 A. M. and 3 P. M., until Wednesday, the 1st proximo. (726 44)

D. U. BARZIZA,

ROBERT SHOEMAKER & CO.,

WHOLESALE DRUGGISTS,

MANUFACTURERS,

IMPORTERS,

AND DEALERS IN

Paints, Varnishes, and Oils,

No. 201 NORTH FOURTH STREET,

7 263 CORNER OF RACE.

THE AGENCY FOR THE SALE OF OUR

Manufactured Tobacco in this city, heretofore under the management of J. K. KILB, is this day discontinued by mutual consent.

BONSON & MESSENGER, C. H. BROWN, AGENT.

FOR CAPE MAY, ON SATURDAY.

DAY.—The swift and elegant steamer SAMUEL M. PELTON, will leave CHES-UT ST. at 10 o'clock A. M. Excursion tickets, good to return on Monday, \$4 00, including carriage hire. (7 26 1)

FIRE AND BURGLAR PROOF SAFES

PORTLAND.

HERRING'S SAFES

FROM THREE TO FIVE DAYS

IN THE HOTTEST OF THE FIRE

They Save their Contents in

Every Instance,

AND PROVE THEMSELVES TO BE

"THE BEST FIRE-PROOF

SAFE NOW MADE."

PORTLAND, July 11, 1866.

Messrs. Herring, Farrel & Sherman, No. 261 Broadway, New York.

Gentlemen:—The Fourth of July, with its usual festivities and pleasures, came to a sad termination on the afternoon of that day by the breaking out of the largest fire that ever took place in this country, destroying half of the business portion of the city, with numerous dwellings. Our store, which was in a three-story brick building, was completely swept away by the devouring flames. We were carrying on the jewelry business. We had one of your large-size Champion Safes in use, which contained our valuable jewelry and watches, also our books, papers, and some money, which were preserved in good condition. The covers of the books and some of the watches and jewelry are discolored by the steam from the fire-proof composition; not a leaf of our principal books is injured, not a word is erased from our books or papers, every line and word perfectly legible; our jewelry and watches can be cleaned. We were unable to remove this safe and open it until Tuesday, the 10th, a period of more than five days after the fire. The heat around it was of the most intense character, as its exterior distinctly shows, the iron being badly warped and sprung. The brass knobs and ornamental plates on the doors were entirely melted off. The heat closely resembled that of a furnace, for the iron was at a white heat. We would add, that a safe which will preserve its contents in such a fire proves its superiority, and is thoroughly fire-proof.

Respectfully yours,

GERRISH & YEARSON.

PORTLAND, Maine, July 13, 1866.

Messrs. Herring, Farrel & Sherman, No. 261 Broadway, N. Y.

Gentlemen:—The large fire which occurred July 4 entirely destroyed our extensive stove manufactory; also our office, which was in a separate wooden building, two stories in height. The safe, one of your Herring's Patent Champion, was in the second story; it fell to the ground. We got it out during the fire by means of chains. It was red hot. We had it cut open on Saturday. The books and papers contained in it were all preserved. Yours truly,

N. P. RICHARDSON & CO.

PORTLAND, Maine, July 13, 1866.

Messrs. Herring, Farrel & Sherman, No. 261 Broadway, New York.

Gentlemen:—This once beautiful city has been the scene of the most terrible conflagration ever known in the history of fires on this continent. Fifteen hundred buildings were destroyed, covering an area of more than two hundred acres, reaching a mile and one half in length, by an average of a half mile in width. The building in which we had the office of the Portland Mutual Fire Insurance Company, was entirely consumed. We had a large number of books and papers; these, with other valuables, were all locked up in one of your large size "Fire-Proof Safes." We opened it out of the ruins on Saturday, when it remained three days and a half. After cutting it open, to our great surprise and gratification, the contents were preserved in excellent condition; the covers of the books were drawn by the steam of the fire-proof composition. Every line and word in our books and papers are perfectly legible; not a leaf of our books or a paper shows the marks of fire. When we take into consideration the magnitude of this fire, the terrific heat to which your safe was subjected, no water having been thrown on the ruins or the fire, proving your safe to be perfectly fire-proof. The ordeal through which safes have passed in this severe test, many having been completely burned up, warrant us in saying that too much praise cannot be bestowed on "the Herring," as every one of your make preserved its contents.

Respectfully yours,

EDWARD SHAW,

Trea. of P. M. F. Ins. Co.

PORTLAND, July 16, 1866.

Messrs. Herring, Farrel & Sherman, No. 261 Broadway, N. Y.

Gentlemen:—The devastating fire which took place in our city on the afternoon of July 4, unparalleled in extent and number of buildings destroyed by any fire that ever took place in the country, entirely consumed our large sugar house and office. We were using one of your large size folding-door safes. It was in the third story of our office; when the floor gave way it fell into the cellar on a heap of burning sugar, where it remained until Thursday, when we removed it and had it cut open; it contained our general books, valuable papers, insurance policies, a record of our Government bonds, TWO THOUSAND DOLLARS in bank bills, and some currency, all of them were preserved in excellent order—not a mark of fire on them. Every line is perfectly legible. The covers of the books were drawn by the steam from the fireproof filling; they can be rebounded; the leaves are perfect. This safe was subject to a very severe test. We are very much pleased with the result. It has proved itself perfectly fire-proof, and too much praise cannot be awarded to a safe which stood the test so well.

Respectfully yours,

J. B. BROWN & SONS.

MANUFACTURED ONLY BY

FARREL, HERRING & CO.,

No. 629 CHESNUT ST.,

PHILADELPHIA;

HERRING, FARREL & SHERMAN,

No. 251 BROADWAY, Cor. Murray St.

NEW YORK;

HERRING & CO., Chicago.

NEW PUBLICATIONS.

1866. NOW READY. 1866.

THE NEW STAMP DUTIES

FOR 1866.

IMPOSED BY ACT OF CONGRESS OF JULY 13, 1866.

TO TAKE EFFECT AUGUST 1, 1866.

ONLY OFFICIAL EDITION ISSUED.

PUBLISHED FOR THE CONVENIENCE OF ALL

STAMPEES, BY T. B. PETERSON & BROTHERS,

BANKERS, BROKERS, LAWYERS, COACHMEN,

CARRIERS, AND THE PUBLIC GENERALLY.

This is the title to a large and neat CARD, convenient for reference in every store, office, or counting-house, and shows at a glance the amount of stamp duty to be paid with the provisions of the act, penalties, and exceptions.

It will save a world of trouble to every storekeeper and business man to have a copy for reference at hand.

This card is much larger and of a more convenient size than the one issued for the stamp duties prior to this date.